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# **RUNWAY SAFETY ACTION TEAM**

## **PORTLAND ATCT**

**Air Traffic Manager**  
**Ray Ballantyne**

**Air Traffic Runway Safety Representative**  
**Doug Kyser**

**ATCT Operations Supervisor**  
**Bill Leonard**

**Staff Specialist, Training**  
**James Zapref**

**National Air Traffic Controllers Association Representative**  
**John Schrock**

# RUNWAY SAFETY ACTION TEAM

## PORTLAND ATCT

- RUNWAY INCURSIONS (RI)
  - 03/98 - Vehicle Deviation: Airfield vehicle entered runway w/o clearance.
  - 05/00 - Pilot Deviation: PA-46 landed runway 10L, exited, then re-entered runway 10L with DH-8 departing.
- SURFACE INCIDENTS (SI)
  - 05/99 - Pilot Deviation: C172 landed runway 28R w/o clearance.
  - 12/99 - Vehicle Deviation: Airport Fire vehicle crossed runway 3/21 w/o clearance. Runway was not active.
  - 02/00 - Pilot Deviation: DH-8 taxied on to runway 28L without clearance. A/C was instructed to taxi to runway 21.
  - 02/01 - Vehicle Deviation: Military vehicle entered taxiway C w/o clearance.

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- 09/01 - Operational Errors (2): A/C authorized to depart runway 21 while runway was closed for construction.
- 10/01 - Pedestrian Deviation: Airport employee walked from terminal on to taxiway A to A/C under tow.
- 11/01 - Pilot Deviation: A/C crossed hold line at runway 10L w/o clearance.
- 11/01 - Vehicle Deviation: Two tugs, with approximately 30 baggage carts in tow, entered taxiway Foxtrot w/o authorization.
- 01/02 - Pedestrian Deviation: Two airline employees walked on to taxiway Tango to take pictures of gate area.

# RUNWAY SAFETY ACTION TEAM

## PORTLAND ATCT

- OPERATIONS AT PDX
  - Exceptional working relationship with Port of Portland (POP) Airside Operations.
  - Letter of Agreement - PDX ATCT, POP, Portland Fire Bureau, Oregon Air National Guard (ORANG)
    - Fire Dept. coordinates with Ground Control(GC) to establish single point of contact for all emergency equipment
    - Airfield One coordinates with GC to inspect and ensure runway is clear after event
  - Letter of Agreement - PDX ATCT, POP
    - Establishes pre-coordinated emergency response routes
    - Establishes requirement for emergency vehicles to received authorization from GC prior to entering any airport movement areas

# RUNWAY SAFETY ACTION TEAM

## PORTLAND ATCT

- OPERATIONS AT PDX
  - Letter of Agreement - PDX ATCT, POP
    - POP designates movement areas
    - Only GC may issue clearance for vehicle operations on movement areas (except runways)
    - Local Control (LC) issues clearance for vehicles onto runways
    - All vehicles monitor ATC frequency continuously while on movement areas
    - All vehicles read back all ATC instructions
  - Land and Hold Short Operations (LAHSO)
    - Currently not authorized
  - PDX Order 7110.1, Portland Tower and TRACON Operations
    - GC responsible for movement of A/C and vehicles on movement areas
    - Ensures runway exits are available for arriving A/C.

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## PORTLAND ATCT

- OPERATIONS AT PDX

- PDX Order 7110.1, Portland Tower and TRACON Operations

- Identifies movement area connecting runways 21 and 10L as potential obstruction safety problem
    - Ground operations north of E-1 on runway 3/21 not authorized without prior coordination with LC
    - Identifies area between concourses C and D (alley) as designated non-movement area, GC provides advisories only.
    - Split GC functions (North and South) when traffic dictates
    - Authorizes LC to enter runway exits and parallel taxiways without coordination to allow landing A/C to clear runway
    - LC must ensure movement area connecting runways 21 and 10L is clear of vehicles/aircraft prior to A/C landing or overflying 10L

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## PORTLAND ATCT

### PDX Order 7110.1, SURFACE ERROR PREVENTION PROGRAM

- **3-20. SURFACE ERROR PREVENTION PROGRAM**

- a. When runway crossing or use is authorized by Local, Ground Control is co-responsible for ensuring there is no conflicting traffic prior to and during the authorized operation.
- b. When necessary to release a runway to Ground Control, the following precautions shall be followed:
  - 1) Approval shall be received from the Watch Supervisor prior to releasing the runway.
  - 2) GC shall, upon release of a runway, place a flight progress strip holder imprinted with the runway identifier in plain view of LC and GC.
  - 3) When a runway is released to GC or returned to LC, the Watch Supervisor shall:

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## PORTLAND ATCT

### 3-20. SURFACE ERROR PREVENTION PROGRAM (cont.)

- (a) Update the Status Information board or IDS-4 as appropriate.
  - (b) Notify TRACON if TRACON operations may be affected.
- 4) GC shall notify the Watch Supervisor when a runway is returned to LC, and remove the strip holder from the console.
- c. When a vehicle is cleared onto an active runway, Local Control shall:
  - 1) Activate the appropriate Runway Incursion Prevention Device (RID).
  - 2) The RID system shall be activated anytime a vehicle is allowed to occupy an active runway for any purpose except crossings. (Activation for a runway crossing is at the prerogative of the Local Controller or Watch Supervisor).
  - 3) The RID system shall be utilized when an active runway is not available for landings/takeoffs for other than routine crossings/operations, such as aircraft taxiing along the runway, multiple simultaneous crossings, extremely slow vehicle crossings, etc.



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## PORTLAND ATCT

- FACILITY/AIRPORT COMPLICATIONS
  - High number of runway crossings - 10R/28L @ taxiway E
    - Only logical route to go from south/southwest ramps to north side and visa versa
    - Empire Air (FDX) and Skywest (SKW) main users
    - Increases when weather dictates Cat II/III ILS approaches to 10R, because we try to depart 10L to the maximum extent
  - High number of runway crossings - 10R/28L @ taxiway C6/B6
    - Horizon Air (QXE) repositions - hangar/ramp to and from A gates
  - Airport Construction Projects
    - Continuously meet with POP to coordinate runway/taxiway closures
    - Pre-construction meeting each spring to coordinate summer construction plans
    - Hold joint Port/Airway Facilities planning sessions to coordinate closures

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- INCIDENT 'HOT SPOTS'
  - None Identified
- FREQUENCY LIMITATIONS
  - Radio blind spot on taxiway A-1, approach end of runway 28R has been corrected
  - Occasional blind spot on GA ramp. Remedied by having A/C re-position on the GA ramp
- TAXIING COMPLEXITIES
  - Congestion at approach end of runway 10L at taxiways A-8, A-7 & E

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- VEHICLE/PEDESTRIAN PROCEDURES
  - POP does not allow non-coordinated vehicles/pedestrians on movement area. POP responds immediately to reported violations
  - POP pre-coordinates all non-POP vehicular and pedestrian operations. Radio communications with GC are required, or POP provides escort
- TRAINING PROCESSES
  - Runway Incursion training items briefed monthly (quarterly for 2002)
  - QA special emphasis items as applicable
  - OE/OD briefings as applicable
  - Airport tours during initial qualification training
  - AMASS Training

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- MOVEMENT/NON MOVEMENT AREAS
  - Well defined in LOA's and Airport Diagrams
- PDX SURFACE INCIDENT PREVENTION PLAN (SIPP)
  - Refer to PDX ATCT SURFACE ERROR PREVENTION PROGRAM